Expansion plan of SCI

2976. DR. ALLADI P. RAJKUMAR: Will the Minister of SHIPPING be pleased to state:

(a) whether Shipping Corporation of India has chalked out some major expansion plans;

(b) if so, the details thereof; and

(c) the amount to be invested?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) to (c) Yes, Sir. The SCI has already placed orders for construction of 8 ships during the year 2000-2001 for induction in its fleet in the year 2002-2003, and has also proposed to acquire 10 more vessels during the current financial year. Besides these, SCI has participated in a joint venture with Mitsui OSK and Atlantic Commercial Finance Inc. (a subsidiary of Enron) to acquire and operate a 137,000 CBM LNG carrier for transportation of LNG for Dabhol Power Company. The Vessel is under construction at a price of US $ 189.00 million and is expected to be delivered in November, 2001 with SCI's shareholding of 20%.

SCI has also entered into joint venture with Mitsui OSK, Nippon Yusen Kabushiki Kaisha (NYK) Kawasaki Kisen Kaisha (K Line) to acquire and operate two 138,000 CBM LNG carrier for transportation of LNG for Petronet LNG Ltd. at a price of US $ 158.50 Million per vessel with SCI's shareholding at 34.21%.

Import of Old Ships and Other Vessels without Licence

2977. DR. ALLADI P. RAJKUMAR: Will the Minister of SHIPPING be pleased to state:

(a) by when old ships and other vessels can be imported without licence;

(b) if so, the criteria laid down for such imports; and

(c) how it is ensured at the time of registration that vehicles are worthy for use?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) to (c) With the announcements of

amendments in the "EXIM POLICY" effective from IstApril, 2001, the import of all types of Ships/vessels is allowed without a licence but on the basis of guidelines issued by the Ministry of Shipping. The Ministry has issued the necessary guidelines on 15th June, 2001, indicating the procedure to be followed for import of all types of ships/ vessels without licence detailed the enclosed statement. *{See* below) As per the guidelines the Principal Officer of the concerned Mercantile Marine Department will inspect me vessel/ships at the time of registration to ensure that sub-standard vessels not conforming to statutory requirements, and International Maritime Organization conventions/ protocols are not added to Indian fleet.

Statement

Guidelines indicating the procedure to be followed for import of ships/vessels without licence

1. TECHNICAL CLEARANCE:

1.1. No prior technical clearance is required for vessels below 25 years of age. The vessels, on arrival in India, will be surveyed at the time of registration by the Principal Officer, Mercantile Maritime Department (PO, MMD), to ensure that the vessel proposed to be acquired by the company is classified with one of the IACS member (including Associate Member) classification societies and complies with statutory requirements of Director General of Shipping DG(S) and IMO Conventions/Protocols requirements ratified by India. In case the vessel is found to be deficient in any respect, the owner should obtain the concurrence of DG(S) for exemption from such rule requirements before registering the vessel.

1.2 DG(S), on request from an interested party, may provide a check list of IMO conventions/ regulations/protocols and other statutory requirements/pre-requisites of Indian Maritime Administration for registering the vessel/ship under Indian flag.

1.3. Prior technical clearance would be required for vessels of and above 25 years of age the Vessels, on arrival in India, would be surveyed by P.O. MMD and deficiency, if any, removed before Registration.

2. PRICE REASONABLENESS:

2.1 No price reasonableness certificate will be required for import of vessels.

3. ACQUISITION OFVESSELS UNDER BAREBOAICHARTER-CUM-DEMISE (BBCD)ARRANGEMENT

(i) Technical clearance: As per para 1 above.

(ii) No price reasonableness certificate is required. However, interest margin on rental payments will be verified by ICICI.

(iii) The charter period of the vessel will be for a maximum period of 5 years.

(iv) The rental agreement will come into force after the RBI takes it on record.

4. Ship Acquisition Licensing Committee (SALC) constituted *vide* the then Ministry of Surface Transport's O.M. No. SW/MDO/111/86 dated 1st April, 1987 stands abolished.

JNPT as Hub Port

2978. MISS MABEL REBELLO: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Jawaharlal Nehru Port Trust has become a Hub Port with mother ships coming in at the port;

(b) if so, the number of large ships coming to the port annually;

(c) the quantum of transhipment that is to take place with Sri Lanka stopped because of JNPT becoming a Hub Port; and

(d) the extra revenue it generates annually?

THE MINISTER OF STATE INTHE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) Yes, Madam. Jawaharlal Nehru Port is in the process of becoming hub port as main line container vessels are regularly calling at this port.

(b) 504 mainline container vessels called at Jawaharlal Nehru Port during the financial year 2000-2001.

(c) The total transhipment containers handled at Jawaharlal Nehru Port during the last two years i.e. 1999-2000 and 2000-2001 were 21,295 TEUs (2.39% of Total TEUs handled) and 55,147 TEUs (4.63% of total TEUs handled). Thus showing increase in the transhipment traffic at Jawaharlal Nehru Port.